

## Floodlighting Wilhelmina Stadium To Be Financed by Lago



**OFFICIAL ANNOUNCEMENT:** President J. J. Horigan hands Fred Beaujon, chairman of the Aruba Stadium Foundation, the official announcement that Lago will finance the cost of floodlighting Wilhelmina Stadium. Pictured, left to right, are A. van den Berg, technical advisor; Mr. Horigan; Mr. Beaujon; W. J. Westerink, administrator, and J. J. Maduro, treasurer.

**ANUNCIO OFICIAL:** Presidente J. J. Horigan ta entrega na Fred Beaujon, voorzitter di Aruba Stadium Foundation, e anuncio oficial cu Lago lo carga e gastonan pa pone luznan grandi na Wilhelmina Stadion.

The many benefits of having night sports at the new Wilhelmina Stadium became assured last week with the announcement by President J. J. Horigan that the Lago Oil & Transport Co. Ltd. will finance the floodlighting installation at the park. The field will be bathed in the glow of 275,000 watts, enough to make the stadium useable at night for a large variety of sports as well as other public functions.

It is certain that the stadium will play an important part in Aruba life, and the lighting for night events will vastly increase this usefulness.

Action on the lighting project began late last year when the Aruba Stadium Foundation, of which Fred Beaujon of Lago's Accounting Department is chairman, consulted with the Company for assistance in developing the lighting. After a series of meetings in which technical people from the committee and from Lago exchanged ideas, a plan for the electrical installation was reviewed with the Company by A. van den Berg, manager of Public Works and technical advisor to the Foundation. On his estimate the Company based its donation.

In a letter to the Aruba Stadium Foundation informing them of the Company's decision to provide the lighting, Mr. Horigan said: "We congratulate the Committee on foreseeing the need for this fine stadium and on their efforts in planning it and bringing it to a successful completion. We believe it will be of great value in developing the youth of Aruba and giving recreation and pleasure to the island's people. We are happy to join with you in contributing to Aruba's welfare."

With Lt. Governor L. C. Kwartz as honorary chairman, the Aruba Stadium Foundation includes Fred Beaujon, chairman; Frans de P. Wever, vice-chairman; Frere Edgar, administrator; Jossy J. Maduro, treasurer; and W. J. Westerink, Porfirio Croes, Jan H. Beaujon, Jose Geerman, Dr. J. E. M. Arends, Milo Arends, Dr. A. F. Dussenbroek, T. B. Hector, and H. M. Nassy as co-directors. A. van den Berg serves as technical advisor to the Foundation.

### C-of-L Bonus Changes

At a special joint meeting Saturday morning, February 23, 1952, the Lago Employee Council and Company Representatives reviewed the results of the cost-of-living survey conducted as of February 1, 1952.

The February price survey indicates a rise in the cost-of-living index from 100.487 to 100.784. Accordingly, a cost-of-living bonus of 0.784 percent will be paid to all permanent staff and regular employees, effective March 1, 1952. This bonus will be payable on each employee's total earnings during the months of March, April and May, 1952.

The next price survey will be conducted on May 1, 1952. Any change in the cost-of-living bonus as a result of the May survey will be effective on June 1, 1952.

Heaviest traveled road in the world is the main route through New Jersey into New York City on which the average daily traffic has reached a rate of 100,000 vehicles per day, 60,000 of them trucks.

# Aruba Esso News

VOL. 13 No. 4

PUBLISHED BY LAGO OIL & TRANSPORT CO. LTD.

February 29, 1952

## Round-The-World Sailor Visits Here

### Young Dutchman Left Holland Last August

Ketch as ketch can and around the world in? years — such is the goal in view for 26-year-old Dirk Tober, who sailed into Lago Harbor Wednesday, February 20. "The easiest thing in the world" is to go around the world in a 37-foot ketch. At least that is the young Dutchman's opinion although there were those who held differently when Tober made known his plans to circumnavigate the globe — especially since he is doing it alone.

To our young Dutch visitor, however, it's a boyhood desire come true. Born in Wormerveer, Holland, his nautical life was restricted to a sizeable lake located near his home. Although he didn't live near the sea, the near-by lake gave him his early inclination to build and sail ships and dream of the day — now at hand — when he would sail his own ship around the world.

Tober was discharged from the Royal Dutch Navy on August 20, 1951. The day after laying aside his lieutenant's uniform he was on board his Onrust (translated as meaning restless) and heading out to sea. He knew not when he would return to his native Holland, but he knew that when he did, sailing around the world would be something Dirk Tober could talk about from first-hand experience.

Once in the English Channel, his round-the-world cruise indoctrination was rough. Winds mounted and the seas picked up forcing him to put into Cowes, England. Next stop was Falmouth, England. Ten days later, the Onrust tacked into Vigo, Spain, and then Las Palmas in the Canary Islands. Set and ready, he left the Canary Islands late in October for the 2700-mile trip across the Atlantic Ocean.

Twenty-five days later, the little ketch sailed into Barbados. The At-

**WORLD WAY-FARER:** Youthful Dick Toher of Holland is shown at the tiller of his 37-foot ketch, Onrust. The Dutch sailor stopped here on his round-the-world cruise. His next stop is Panama and then into the expansive Pacific Ocean to Tahiti. His trip is the culmination of a boyhood desire to build his own boat and sail it around the world.



**VIAHADOR ROND DI MUNDO:** E hoben Dick Tober di Holanda ta munstrá na e man di timon di su halandro „Onrust” di 37 pia. E marinero Holandes a pasa aki ariba su viahe rond di mundo. Su siguiente stop ta Panama y despues el ta sigui pa Oceano Pacifico inmenso. Su viahe ta nifica culminacion di un deseo di tempo cu el tabata mucha.

lantic crossing was completed without the slightest bit of difficulty or incident. Tober's reference to the crossing: "Very easy," was made in about the same vein that a Lagoite might describe his daily trip to work. "Nothing to it," the young man said. "I had the ship rigged with twin jibs so she was always before the wind and the tiller held steady. All I had to do was sleep and eat. Out in the middle of the ocean, I slept for hours at a time. Nothing can happen to you out there." At least that is the way Mr. Tober feels about it.

From Barbados, he called at St. Vincent, St. Lucia, Martinique, Dominica, Antigua, St. Maarten, Saba, St. Eustatius, Ciudad Trujillo, Bonqueron Bay in Puerto Rico, back to Saba, then to Curaçao and finally Aruba. He left Curaçao at 6 p.m. and arrived here about 7:30 a.m. Following assistance here, he left for Panama and then the blue Pacific and the beautiful South Pacific islands.

Does it sound fascinating? Care to make the trip? Before you go, however, there is one thing you may (Continued on page 3)

### Miembronan di LEC den nan oficina

Arreglonan a worde haci pa miembronan di Lago Employee Council ta na Oficina di LEC di 1 pa 4 p.m. ariba Dialuna, Diarazon y Diabierna pa discuti asuntunan di Council cu Representantenan di Districto.

Normalmente dos miembro lo ta presente durante cada uno di e periodonan aki.

According to the calculations of one oil company, it takes 1,860 different kinds of jobs to get oil from the ground to consumers. Of these, 640 are in the oil fields, finding and producing oil; 580 are in refineries; 410 in transportation; and 230 at distribution centers, in service stations and in direct delivery.

## Semi-Annual Meeting



**PRM GROUP:** Members of the Producer-Refiner-Marine group pause in their three-day schedule of meetings early this month for a photograph. Included are men from Venezuela, New York, and Aruba. Purpose of these meetings, which are held twice a year, is to keep producing, refining, and shipping work well coordinated for the most efficient operation possible.

**GRUPO DI P.R.M.:** Miembronan di e grupo Produtor-Refinador-Marina pa un rato a stop nan reunion di tres dia cu a worde teni na euminzamento di e luna aki pa un fotografo saca nan portret. Den e grupo tin personanan di Venezuela, New York y Aruba. Ohhelto di e reunionnan, cu ta worde teni dos bez pa anja, ta pa mantene trabao di produccion, refinamento y embarque bon coordiná pa haya operacion mas eficiente posibel.

## Lago Executives To Attend Management Courses in U.S.

F. W. Switzer, mechanical superintendent, and C. R. Greene, chief chemical engineer, have been accepted to attend the spring sessions of management training programs at two universities in the United States. According to the announcement, Mr. Switzer has been accepted for the February 27 to May 23 session of the Advanced Management Program at Harvard University Graduate School of Business Administration.

It was also announced that Mr. Greene has been accepted for attendance at the March 10 to May 2 session of Management Problems for Executives at the University of Pittsburgh.

These programs, now offered by several United States and Canadian universities, were developed to meet the need of industry for assistance in executive training programs. The courses are designed both to make present executives more effective and to develop adequate talent for high management positions of the future. The courses offer the participants the opportunity to associate with other selected men of a great variety of business backgrounds—different types of companies, different levels of responsibilities, different functions and the chance to interchange information and ideas.

The selections for attendance at these courses have been based not only on the qualifications of the trainees, but also on their ability and opportunity to apply the results of the training in the major departments. An applicant must have de-

### LUZ PA WILHELMINA STADION LO WORDE FINANCIÁ DOOR DI LAGO

E beneficinan numeroso pa tene sport anochi den Wilhelmina Stadion nobo a keda asegurado siman pasá door di e anuncio di Presidente J. J. Horigan cu Lago Oil & Transport Co., Ltd. lo financí e instalacion di luz pa e Stadion. E veld lo brilja den iluminacion di 275,000 watt, cual ta suficiente pa haci e stadion usable anochi pa varios sorto di sport como tambe pa otro eventonan publico.

Ta cierto cu e stadion lo hunga un parti importante den bida di Aruba y e luz pa eventonan anochi lo aumenta e utilizacion aki hopi.

Pasonan pa haya e instalacion di luz a cuminsa cerca fin di anja pasá, dia cu e Fundacion di Stadion pa Aruba, di cual Fred Beaujon di Accounting Department di Lago ta presidente, a consulta Compania tocante asistencia pa instalacion di luz. Despues di un serie di reunionnan den (Continúa na página 6)

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# ARUBA ESSO NEWS

PUBLISHED EVERY OTHER FRIDAY AT ARUBA, NETHERLANDS WEST INDIES, BY THE LAGO OIL & TRUBSPORT CO., LTD. Printed by the Curaçoesche Courant, Curaçao, N.W.I.

## Henter Refineria ta Conmemora Defunto Rey George

Tur cos tabata keto entre 11 y 11:02 a.m., Diabierna, 15 di Februari, den un silencio respetuoso pa un monarcho grandi cu a worde hibá na su ultimo lugar di descanso. For di puntanan mas distante di waf door di henter refineria te na Hospital dos minuut di silencio a worde observá pa conmemora defunto Rey George VI.

Ora 11 a.m. a bati, pitro di refineria y di bapornan a anuncia cumintamento di e periodo di dos minuut cual a para tur actividadnan den henter Compania. Tripulantenan ariban tanqueronan a desaparece for di bordo mientras banderanan Holandes y Ingles tabata bulando flohamente na half-stengel den brisa splicando casi silenciosamente e motibo pa un paramento tan repente di actividadnan di abordo. Portanan a cerra, trafico a stop, hendenan na pia a keda para y machinenan a stop nan zonamento mientras Lago tabata manifesta su respect pa un homber cu tabata admira den henter mundo y cu orguyosamente ta worde yamá "George el Bueno".

Den Laundry, fluitmento di "steam" y ronquia di e machinenan grandi di "press" a stop mientras trahadornan tabata para na banda. Asina tabata tambe den maehine shop. Boornan electrico, lathes, zaag, — tur machinenan — a para. E ruido di un machine shop horotá a worde instantaneamente cambiá den un tranquilidad respetuoso. Pafor, hasta e scooter nan indiscansable y rapido cu tur momento ta na gran cantidad ariba e minda principal den refineria a bini na sosiego.

Mes ora cu pitronan a zona, wardanan na porta di refineria pafor di Oficina Mayor a cerra tur dos porta y a eamna bai, largando un pick-up truck pará na banda paden di refineria. Mitar minuut despues, un otro pick-up a bin pabao cu e aparencia di apuro cu tur truck den refineria ta paree di tin.

Ora e dos wardanan a keda para sin haer ningun preocupacion pa habri e porta, e chauffeur a saak un poco padilanti y a waak tur rond door di e windshield y mes ora — manera un cos cu el a recorda — el a bolbe sinti y a laga su brazo sosega ariba e porta.

Dos homber cu tabata para poco pafor di porta di Oficina Mayor, a interrumpi nan combersacion ora e pitro a zona. Un di e hombernan a kita su sombrero.

Y asina tabata den henter refineria — silencio tabata reina — nos a expresa nos sentimentonan di sympatia.

## Prime To Assume Representative Duties

Effective Tuesday, February 19, 1952, Walton Prime will assume the functions of district representative for the Utilities Division. He will fill



Walton Prime Johan Nunes

the vacancy created by Johan N. Nunes, former district representative, who, on the same date, joined the Lago Employee Council.

An assistant operator in the Utilities Department, he has been with Lago 12 years and 10 months. He acted as district representative during 1951.

## Four Men Elected To Lago Colony Advisory Committee

H. B. Gregersen, W. C. Keefer, J. A. Roll, and P. E. Ruhter were elected to the Lago Colony Advisory Committee in the committee's annual election held Saturday and Monday, February 9 and 11.

Messrs. Gregersen, Keefer and Roll were elected under the family status while Ruhter went in under the single status. Filling out the seven-man committee are Capt. Jack MacLean, F. C. Eaton, and T. F. Eagan.

## Rotary Elects Officers

Officers for the coming year were elected at the meeting of the Aruba Rotary Club February 20, with the new slate to take office during July.

B. Teagle will be the new president, J. de Castro vice president, W. L. Porter secretary, and F. van Drimelen treasurer. Elected directors were W. L. Ewart, O. Mingus, and P. Wurtz, and C. H. G. Eman will be past president and director.

## A Pair Of Queens



**TWO QUEENS:** Mañy Helmundt of Curaçao, who was named queen to represent the Netherlands Antilles at the Havana Carnival, is shown, left, with our own queen, Olivia Paesch of the Executive Office. Miss Paesch was one of six finalists who appeared in Curaçao as representatives of Aruba.



**DOS REINA:** Mary Helmundt di Curaçao kende a worde nombrá como reina pa representa Antillas Holandes na Carnaval di Havana, ta worde mustrá, na banda robes, hunto cu NOS REINA, Olivia Paesch di Executive Office. Srta. Paesch tabata uno di e seis candidatanan final cu a aparece na Curaçao como un representante di Aruba den e concurso di helleza.

## J. T. Smart Wins First Car Trials Held in Aruba

John T. Smart of the Marine Department drove his car over the 1800 meter course in three minutes and four seconds to win the first controlled car trials ever held in Aruba. Under the sponsorship of the M. G. Car Club, 12 cars completed the marked course on closed-off roads behind Dakota Airport Sunday morning, February 17.

About 300 spectators gathered at the scene to watch the controlled driving designed to test the accuracy and efficiency of the drivers. Following closely behind Mr. Smart was Dr. Robert Turfboer of the Medical Department, Frans van Wijk, and Gustaaf Emmink. Their respective times were three minutes, 18 seconds; three minutes, 26 seconds, and three minutes, 38 seconds. Atley Donald just missed fourth prize by six seconds.

In the women's division, Miss Dorothy Stuart of the Executive Office took first prize with a time of four minutes for the 1800 meters. Second place went to Mrs. Bep Been, who completed the course in four minutes and 11 seconds.

On completion of the trials, members and friends drove over to the Airport Restaurant where the prizes were awarded. M. H. Lee, secretary of the club, in a speech thanking the members and friends for assistance in making this first event a success, also extended thanks to members of the Public Works Department and the Aruba Police Department.

Mr. Lee stated that the club hopes to promote two or three similar events annually.

## Promotion Announced In Marketing Group

William L. Kaestner has been appointed marketing representative following the transfer of Joseph H. Wubbold to Haiti. Mr. Wubbold has been made general manager of the Haiti Division of the Esso Standard Oil Company, S. A.

After a period as manager of the Seamen's Club in San Nicholas, Mr. Wubbold joined Lago in February, 1948 as assistant club manager. A year later he became marketing assistant, and in March, 1950 was appointed marketing representative.

Mr. Kaestner came to Lago in September 1947, as a training assistant. In June, 1950 he became marketing assistant, holding this position until the present change.

## Liberalizacion di Compensacion pa Enfermedad Ta Worde Anunciá

Un liberalizacion den pago di compensacion den caso di enfermedad pa empleadonan regular a worde anunciá despues di un reunion di Comité Consultativo pa Problemanan Special dia 18 di Februari.

E cambio ta stipula cu e periodo di wardá di tres dia promer cu haya pago pa enfermedad lo worde eliminá pa empleadonan regular den casonan cu orde certifica "incapaz pa trabao" ariba un base continuo di un minimo periodo di 14 dia.

Pues, si un empleado regular ta malo durante 14, 15, 16 y mas dia tras di otro, compensacion pa enfermedad lo worde pagá retroactivo na e cumintamento di enfermedad, sin periodo di wardá. E periodo di wardá di tres dia lo keda na vigor pa enfermedad di menos cu 14 dia.

E base nobo lo worde usá pa casonan di enfermedad cuminzando ariba of despues di 1 di Maart 1952.

## Sickness Benefits Liberalization Is Announced

A liberalization in sickness benefits for regular employees was announced following a joint meeting of the Special Problems Advisory Committee February 18.

The change provides for the elimination of the three-day waiting period on sickness benefits for regular employees in cases which are certified "unfit for duty" on a continuous basis for a minimum of 14 days.

Thus if a regular employee is ill for 14, 15, 16, or more successive days, sickness benefits are paid retroactive to the beginning of the illness, with no waiting period. The three-day waiting remains in effect on illnesses of less than 14 days.

The new basis will be used on sickness cases beginning on or after March 1.

## Stadium To Be Floodlighted



**LIGHTS DUE:** In the near future, Wilhelmina Stadium will be useable at night for a large variety of sports as well as other public functions. Following the announcement that Lago will finance the floodlighting of the Stadium, preparations are being made to bathe the field in the glow of 275,000 watts.

**LUZANAN SEGUR:** Muy pronto Wilhelmina Stadion lo por worde usá anochi pa hungamento di varios sortonan di sport, tan bon como pa otro funciónnan publico. Siguiendo anuncio cu Lago lo carga gastonan pa pone luznan grandi na stadion, preparaciónnan ta worde haci pa "baña" veld cu luz di 275,000 watt.



**MARINE SAFETY:** Capt. W. J. Stewart of the San Carlos accepts a safety certificate from Marine Manager Joe Andreae for completing the year 1951 without a lost time industrial accident. The San Carlos was only one of six ships and the shoreguard to be awarded safety certificates. Two framed certificates were given to each ship to be hung in the officers' and crew's messrooms. Other winners are the Caripito, Colorado Point, Delaplaine, Sabaneta, and Quarico. Looking on, left to right, are Alex Sherriffs, Jack MacLean, William Thomas, and Fred Ellis.

**SEGURIDAD DI MARINA:** Capitan W. J. Stewart di San Carlos ta acepta un certificado di seguridad for di Gerente di Marina Joe Andreae como nan a completa e anja 1951 sin un accidente industrial cu a causa perdida di tempo. San Carlos tabata solamente uno di e seis bapornan y shoregang cu lo worde duná certificado di seguridad. Dos certificado den rijshi a worde duná na cada un di e bapornan, cual lo worde colgá den e messrooms di oficialnan y tripulante. Otro ganadornan di certificado di seguridad ta Caripito, Colorado Point, Delaplaine, Sabaneta y Quarico. Mirando, di banda robes pa drechi, ta Alex Sherriffs, Jack MacLean, William Thomas, y Fred Ellis.

TEN YEARS AGO

On February 16, ten years ago, World War II struck home. At 1:30 a.m., it happened. With a thundering explosion followed immediately by flames rising a hundred feet into the night sky, a torpedo ploughed into the midships section of the lake tanker Pedernales anchored just off the reef. A few minutes later, the Oranjestad, anchored several hundreds yards away, also took a torpedo and appeared to dissolve into a sheet of flame. Then tracer shells from the submarine's deck gun began to arch over the lagoon and into the refinery area and to the north of it. Cars began to stream toward the waterfront, many with light on until the drivers realized this was no accidental fire, but war.

The Pedernales gradually drifted away taking its lake of blazing oil along with it. After nearly an hour, the Oranjestad sank where it was anchored. The spot was marked by an oil slick for two or three years afterwards.

Reportedly, the desire for a pot of coffee saved Aruba from severe damage that infamous night. A munitions ship, loaded with 3000 tons of TNT was scheduled to sail shortly after midnight. The crew's desire for coffee, however, held up the departure time of the ship. The ship left the dock shortly after 1 and was ready to sail out of the harbor just as the Pedernales went up in flames. The submarine commander probably never knew what a choice target he missed in deciding to fire his torpedoes at 1:30 a.m. instead of a little later.

Seis Homber Nombrá pa Eleccion di SPAC

Seis homber a worde nombrá door di e Grupo Nominativo den preparacion pa eleccion di Comité Consultativo pa Problemanan Special cual lo worde teni ariba Diarazon, Diahuebes y Diabierna, Maart 19, 20 y 21. Cuater a worde nombrá pa lista di nacional y dos pa non-nacional.

Nominadonan nacional ta Juste de Vries di Catalytic & Light Ends, Simeon Tromp di Light Oils Finishing, Pedro F. Brook di Accounting Department y Mateo Laele di M & C Welding. Bao di e grupo non-nacional nominadonan ta Ludolph I Vieira (Noel) di Accounting Department y Frank Mingo di Cracking.

En adiccion, cualkier empleado eligible cu kier haya su nomber poni ariba papelman di vota mester adresa un peticion na e Grupo Nominativo

Hizamento di Vlie por ta Peligroso

Hizamento di vlie ta un bon deporte y ta trece hopi ora di placer. Sinembargo, tin vez cu e por ta peligroso, si vlie no ta worde hizá leruw for di wayanan electrico. Mucho vez, electricistanan ta worde yamá pa saca rabo di vlie cu a pega den wayanan pasobra muchanan a hiza vlie mucho pega cu nan.

Si un awacero muha e rabo, esaki ta forma un bon conductor entre e linjanan di alta voltaje na halto y e linjanan secundario mas abao. Ademas di kima algun waya cual ta un peligro si nan cai ariba terra, e por manda un carga mas fuerte door di e linjanan secundario, y esaki por ta peligroso tambe.

En todo caso, ta un bon regla pa no hiza vlie unda nan por cai y keda pega den wayanan.



THREE REMINDERS: A piece of rope, cord, and chain serve as three reminders of boys whose kites became tangled in electric wires. These specimens were recently removed from the wires near Lago Heights before they could cause serious damage.

concerná. E peticion mester tin a lo menos 100 firma di votadonan eligibles den e empleado su mes grupo di nacionalidad.

Peticionnan mester ta den posesion di Grupo Nominativo no mas laat cu Diamars, 4 di Maart Charles Morales ta presidente di e Grupo Nominativo Non-nacional y A. P. van Vuurden ta presidente di e Grupo Nominativo Nacional.

World Traveler

(Continued from page 1)

wish to know. Once Tober leaves Panama and sets sail for Tahiti, he expects to be at sea from 60 to 90 days — all alone on a 37-foot ship with nothing to look at but an awful lot of water. You've decided not to make the trip, you say.

His reason for making the trip alone is that "It is the happiest way to do it." He further explained: "I feel it is the only way to be successful. There is nobody to cause a quarrel and hold me up on my cruise. I want to see more of the world, I love sailing, and the best way to do it is alone." His ship and his books are his companions. He has on board a good supply of Readers Digests and navigation books.

With the exception of the steel hull, Tober constructed the entire vessel. All the sails, masts, and riggings are hand made. He carries seven anchors and 17 sails. The sail area of the small ketch is about 400 square feet. The 10-ton ship has accommodations for six with two bunks in the forecabin, two amidships, and two aft. The sailing Dutchman cooks on a small Primus stove and uses kerosene lamps. He does not have any electrical facilities aboard, nor does he have any type of motor to use in case of emergency. Just to make sure he gets away from it all, he doesn't use a radio. He has one aboard, but it doesn't work. With a shrug of his shoulders, he nonchalantly passes off this condition with the remark: "It's too complicated, anyhow." He has space for about 80 gallons of fresh water, but usually carries 50. Tober has staple provisions aboard that will last him about two years. At each port of call, however, he picks up fresh foods.

The ruddy, six-footer averages about 105 miles a day. The best the Onrust has done is 135 miles in one day. "This is very good sailing for a small boat," he says. "I'm proud of her."

Bernadino Geerman

Bernadino Geerman, a porter in Receiving and Shipping — Wharves, died February 6 at the age of 57. He is survived by a daughter, a brother, and a sister. He had been with Lago for 12 and one-half years.



Hoben Marinero Holandes Ta Haci Biaha Rond Mundo

Saca loke por for di e balandro durante un viahe rond mundo den ken sabi cuanto anja — ta e obheto di Dirk Tober di 26 anja di edad, kende a drenta haaf di Lago Diarazon, 20 di Februari. "E cos mas facil den mundo" ta pasa rond di mundo den un balandro di 37 pia. A lo menos, esaki ta e opinion di e hoben Holandes, aunque tabatin otro hende cu tabata di otro opinion ora Tober a laga sabi cu su plan ta pa nabega rond di mundo — especialmente como cu e ta haci esaki su so.

Pa nos hoben visitante Holandes, sinembargo, esaki ta un deseo di su infancia cu ta birando realidad. Naci na Wormerveer, Holanda, su bida nautico tabata limitá ariba un lago basta grandi situá den cercania di su cas. Maske cu e no a biba banda di lamar, e lago den bicindario a duna su inclinacion di chikito pa traha y nabega barco y el a sonja ariba e dia — cu a bira actualidad awor — ariba cual lo e nabega su mes barco rond di mundo.

Tober tabata demobilizá for di Marina Real Holandes dia 20 di Augustus 1951. E dia despues cu el a pone un banda su uniform di luitenant, el a subi bordo di su "Onrust" (cual ta nifica "sin sosiego") y a coi rumbo pa lamar. El no sabi ki tempo lo e bolbe na su tera natal Holanda, pero el sabi cu dia e regresa el por papia di viahenan rond di mundo for di experiencia personal.

Una vez e tabata den Canal Ingles, su cuminzamento di viahe ariba lamar rond di mundo tabata malo. Biento tabata supla duro y lamar a lamta olanan grandi cu a foreé drenta haaf di Cowes, Inglaterra. Su siguiente stop tabata na Falmouth, Inglaterra. Diez dia despues, "Onrust" a tira tek pa drenta Vigo, España, y despues el a pasa Las Palmas den Islanan Canario. Bon prepará y cla, el a sali for Islanan Canario cerca fin di October pa e viahe di 2700 milla atravez di Oceano Atlantico.

Binti-cinco dia despues, e balandro chikito a yega Barbados. E viahe atravez di Atlantico a worde completá sin di minimo krenchi di dificultad of incidente. Refeyendo na e viahe aki, el a bisa "Masha easy", mescos cu un empleado Lagoista por describi su viahe di tur dia pa trabao. "Esey 'n ta nada," e hoben a bisa. "Mi a equipa e barco cu doppel djieb asina cu semper e tabata dilanti biento y e man di tomon tabata wantá y fihá ariba un rumbo. Tur loke mi tabatin mester di haci tabata drumi y come. Mientras mi tabata meimei di oceano, un bez mi a drumi pa horanan largo. Nada por pasa den oceano ey." A lo menos, asina Sr. Rober ta pensa.

For di Barbados, el a pasa St. Vincent, St. Lucia, Martinique, Dominica, Antigua, St. Maarten, Saba, St. Eustatius, Ciudad Trujillo, Bonqueron Baai na Puerto Rico, y despues pa Saba trobe, y luego pa Curaçao y ultimamente pa Aruba. El a sali for Curaçao pa 6'or di atardi y a yega Aruba banda di 7:30 di mainta. Despues di a haya ayudo aki, el a sali pa Panama y despues lo sigui pa Oceano Pacifico y pa e Islanan bunita di Pacifico del Sur.

Bo'n ta haya esaki encantadora? Bo'n ta desea di haci e viahe? Pro-

mer bo bai, sinembargo, tin un cos cu bo por ta desea di sabi. Una vez Tober sali di Panama y pone bela pa Tahiti, el ta spera di keda riba lamar di 60 pa 90 dia — tur solito ariba un barco di 37 pia y cu sin nada di mira sino un cantidad inmenso di awa. Bo a dicidi di no haci e viahe, 'n ta 'sina?

Su motibo pa haci e viahe so, ta cu asina "ta e manera mas feliz pa haci" Despues el a splica: "Mi ta haya cu asina ta e unico manera di tin exito. No tin ningun hende cu por causa un pleito y stroba mi durante viahe. Mi ta gusta di mira algo mas di mundo, mi ta gusta nabega, y e manera pa haci esaki ta pa un hende haci su so." Su barco y su boekinan ta su companjeronan. Abordo e tin un bon cantidad di Readers Digest y boekinan di navegacion.

Cu excepcion di e culpa di hero, Tober mes a traha resto di e barco. Tur bela, mastro y equiponan a worde traha cu man. E ta carga 7 anker y 17 bela. E belanan di e balandro chikito ta cubri como 400 pia cuadrá. E barco di 10 ton tin acomodacion pa seis hende, cu dos camarote adilanti, dos meimei y dos atras. E nabegador Holandes ta cushiná ariba un stove marea l'rimus y ta usa lampi di kerosin. E no tin ningun facilidad di corriente abordo, ni tampoco tin ningun clase di motor pa usa den caso di emergencia. Pa ta sigur cu el ta lubida tur otro cos den mundo, e no ta usa radio.

Kite Flying Can Be Dangerous

Kite flying is a good sport and affords many pleasant hours. It can on occasion, however, be very dangerous if kites are not kept away from electric wires. All too often, electricians have to be called out to take down kite tails that become tangled in the wires left there by boys who flew their kites too close to the wires.

If a heavy rain were to soak the tail, it would be a good conductor between the highpower lines on the top of the pole and the secondary lines lower down. Besides burning down some of the wires, which would be a hazard as they fell and lay on the ground, it could send a stronger charge through the secondary lines, and that would be dangerous too.

All in all, it's a good rule not to fly kites where they might fall and become tangled in wires.



THREE WEDDINGS: Three Lagoites married recently. John A. Webster of the Acid Plant, above, receives a silver set from Ivan Mendes on behalf of his fellow employees. He married Cleopatra Scott on February 16 at the Holy Cross Church in San Nicholas. Norbert C. Baptiste of Process Control, above right, (left in the picture) married Hilda Garrett on February 16 at the Holy Cross Church. J. S. A. Moller presents the bridegroom with an electric iron and a cocktail set. Also on February 16, Apolinia S. Krosendijhi of the Laundry was married to Reinadito M. Luciana at St. Theresa's



Church in San Nicholas. Co-workers gave her a Ware tea set, below left. Adelaide E. Balanco, right, does the honors.

William L. Kaestner, newly appointed marketing representative, bids farewell to Joseph H. Wubbold following Mr. Wubbold's transfer to Haiti as general manager of the division there of the Esso Standard Oil Company. S. A. Mr. Kaestner presented Mr. Wubbold a little something to remember his friends by in the form of a traveling case.



THE ONRUST: Pictured is Sailor Tober standing amidships the boat he built to take him around the world. Tober constructed everything with the exception of the steel hull. A fairly roomy craft, it has accommodations for six. Strictly a sailing vessel, it depends entirely upon the winds for movement.

ONRUST: Riba e portret ta aparece Marinero Tober para meimei di su barco cu el a traha pa hibé rond di mundo. Tober mes a traha tur cos cu excepcion di e culpa di hero. E barco tin basta hopi espacio y tin acomodacion pa seis hende. Siendo un balandro cu bela, e ta depende completamente ariba biento pa move.

## Wharfingers-Men of the Docks

The story of the wharfinger is a story that progresses hand-in-hand with the history and growth of Lago's harbor. It begins in 1924 with the old phosphate pier - long since removed - with its eight wharfingers, and unfolds through the succeeding years to the present facilities of 19 berths manned by 153 wharfingers and 37 corporals. The present wharfinger complement also points up Lago harbor's growth in becoming one of the largest ports in the world in tonnage handled.

From the very beginning, the wharfingers have always been, more or less, a sort of welcoming group for all incoming ships. They mark the first point of connection from ship to shore when they scramble for the heaving line and secure the ship's hawsers fore and aft. The end of long and sometimes arduous, stormy trips for ships laden with oil and cargo for Lago concludes once the wharfingers have made them secure in their berths.

Conversely, the outgoing ships' last point of contact with Lago is through the wharfingers. Once the huge ships reverse their engines and start to back away, it is the wharfingers who tend their lines. It is the wharfingers who stand by the bow lines kept taut so one ship doesn't swing into another. Bon voyage is bid by the men of the docks when they cast the ships' lines free and watch them move out to sea. Two important tasks of the wharfingers - securing the ships on arrival and casting their lines free on departure.

But being oil men, the primary concern is the movement of oil. Our products must be moved quickly and efficiently with as little loss of oil and time as possible. Here is the major task of the wharfingers. Once the ship is secured, hoses are swung over the side and connected. Wharfingers scurry about the deck and pier connecting hoses to load the refined product or to take ashore the Venezuelan crude. Fittings must be exact; gaskets must be snug to avoid slopping oil over the pier's surface or the ship's deck setting up a potential safety hazard and product loss. Once the hoses are set, the valves are opened and oil begins to flow.



**SOLOGNIER FAMILY:** Among the many family ties found on the docks is the Solognier family. Shown swinging one of the large 10-inch hoses into position are, left to right, Alberto, Higinio, Nemencio, and Pedrito. Higinio and Pedrito are brothers while the two younger men are Pedrito's sons.

**FAMILIA SOLOGNIER:** Entre e hopi relacionnan di familia ariba waf ta e familia Solognier. Munstrá aki moviendo uno di e hosenan di 10 duim pa pone na posicon ta, di banda robes pa drechi, Alberto, Higinio, Nemencio y Pedrito. Higinio y Pedrito ta ruman, mientras e dos homhernan mas hoben ta yunan di Pedrito.

The success and output of our company's product depends upon quick movement, quick delivery. Ships must be emptied or loaded as quickly as possible so they may keep a constant and high rate of flow of Jersey Standard's products throughout the world. The importance of the efficiency of the wharfingers in loading and unloading ships, so they may return to sea was pointed out recently. Four huge tankers with a near-capacity of three quarters of a million barrels came into Lago at the same time. The wharfingers quickly secured the Esso Santos, Esso Bermuda, Paul Pigott, and Tank Empress at Nos. 1 and 2 Finger Piers and

started loading them. Time is of great importance. Ships such as these represent a great capacity and must be moved as quickly as possible.

The wharfingers set the pace on the docks. Just how quickly the hoses are connected and the valves opened and oil flowing depends upon the efficiency and coordination of the wharfingers. The men of the Receiving and Shipping Department are fully aware of this and are constantly striving to better their records. Such was the case recently when the 12 to 8 crew broke a loading record that stood put for over a year. On Tuesday, February 5, the Esso Philadelphia was loaded at the rate of 29,474.73 barrels an hour. Working with utmost dexterity, the men loaded 112,004.73 barrels in three hours and 48 minutes. The old record was set on November 10, 1950, when the Esso Cristobal took on 165,639 barrels in five hours and 45 minutes for an average of 28,806 barrels an hour. The new record is one to be proud of, but according to the men of the Receiving and Shipping Department, it is also one to be broken. This they hope to do in the near future.

Length of service is something the wharfingers like to talk about, and rightly so. Of the total complement, 27 men have 20 or more years service on the docks representing a total of 568 years of employment with Lago. Heading the list is J. C. (Chris) Emers - the last of the oldtimers. Next comes Celestino Alberts with 26 years service followed by Elias Lopez, Juan Lacle, and Matheo Koolman, each with 25 years. Many family ties are also in the Receiving and Shipping Department. The Solognier family is represented by four members. Higinio and Pedrito are



**OLDTIMER:** The last of the old crew that manned the original phosphate pier is J. C. (Chris) Emers. He has been associated with the docks since 1926. Today, he holds the position of dock sub-foreman. Prior to his date of coming ashore, he had been second mate aboard a tanker.

**TRAHADOR DI TEMPO PASA:** E ultimo di e esnan cu a traha na e waf original di embarca fosfaat ta J. C. (Chris) Emers. El a traha ariba docknan desde anja 1926. Awe, e tin e posicon di sub-foreman di waf. Promer cu el a baha pa traha na tera el tabata segundo stuurman na bordo di un tanker.

the crude was pumped aboard ocean-going tankers. He gave up his duties as second mate to come ashore in 1926. Oil at that time was discharged on one pier - the old phosphate pier purchased by the company in 1924. The pier was located in the front of the present Marine Office. Next came a small pier, a fragment of which still remains, located in front of the office of Ralph Watson, head of the Receiving and Shipping Department. With an added pier, the wharfinger complement began to grow. It increased with the construction of the big T pier and reached its present-day peak with the completion of modern finger piers and increased harbor facilities.

With the modernization of facilities, the tasks of the wharfingers have been greatly aided. What once was a cumbersome, time-consuming and back breaking job is now done quickly and efficiently through modern hoists, pumps, and machinery. Asked how hoses were originally swung into position and transported, Mr. Emers smiled and patted his left shoulder. "We carried everything in those days," he said. "When we needed hoses years ago, we went up to the storehouse and carried them down on our shoulders. Many times ships would berth alongside of each other and we would have to carry the hoses over one ship to connect it to the other in order to pump oil," he added. Everything was done by hand. Mr. Emers vividly traced the arrival of the first compressor for Lago. "Seven tons she weighed and we lowered her by hand!" he exclaimed. Proudly he told how he was one of about 40 men who held the line secure that slowly lowered the massive piece of machinery.

The wharfingers of years gone by worked two shifts from 6 a.m. to 2 p.m. and from 2 p.m. to 10 p.m. Their pay for the day was Fls. 1.50 with lunch. Besides the jobs of securing ships, easting them free, and tending hoses, the wharfingers of that period cleaned and repaired wharfs, cleaned oil from decks, and carted sand in wheelbarrows to throw on oily dock surfaces. Connections then didn't fit like they do today and much oil was spilled. The wharfingers of today have safe, modern piers to work from; hoists to pick up the large hoses; and connections that are true, eliminating excessive oil spillage. The early men of the Receiving and Shipping Department worked with only an eight-inch hose that pumped oil to shore. The first oil discharged in 1926 was fuel oil. It was pumped into three tanks. These three tanks represented all of Lago at that time. In comparison, equipment handled by the wharfingers of today include four, six, eight, and 10-inch hoses.

Lago has always been a busy port. Today, as in the beginning, the wharfingers are the men who help keep it busy.

## Trahadornan Ariba Waf Ta Bida Di Haaf

Historia di trahadornan di waf ta un historia cu a progressa man den man cu historia y crecemento di waf di Lago. E historia ta cuminsa na 1924 cu e pier bieuw di fosfaat - kitá desde hopi tempo - cu su ocho trahadornan, y den anjanan siguiente e ta aumenta te na facilidadnan actual di 19 lugar di mara cu 153 trahador y 37 corporal. E cantidad di trahadornan actual tambe ta marca crecemento di waf di Lago como un di e wafnan mas grandi di mundo den cantidad di tonelada cu ta worde traficá.

For di promer principio, trahadornan di waf tabata semper mas of menos un sorto di grupo pa duna yonbini na tur bapornan cu ta drenta. Nan ta forma promer punto di contacto entre bapor y terra ora nan tira nan pa coi e cabuyanan diki y mara e bapor banda padilanti y patras. Fin li viajenan largo y algun vez duro, viajenan den tempo di tempestad, di bapornan cu ta cargá cu azeta y carga pa Lago ta worde conclui una vez cu trahadornan ariba waf a segura nan den e lugar di mara.

Al otro lado, e bapor cu ta sali tambe su ultimo punto di contacto cu Lago ta pa medio di trahadornan di waf. Una vez e bapornan grandi aki pone nan machine traha y cuminsa hala afor, ta trahadornan di waf ta percursa pa los cabuyanan. Ta e trahadornan di waf ta percursa pa tene cabuyanan adilanti di e bapor strak asina cu un bapor no por dal contra un otro. Bon biaha ta worde desca door di e hombernan ariba waf ora nan benta cabuyanan di e bapor y mira nan sali pa luar. Dos trabao importante di trahadornan di waf - mara bapornan ora nan drenta y benta nan cabuyanan ora di sali.

Pero siendo hombernan cu ta traha cu azeta, nan primera preocupacion ta movimiento di azeta. Nos productionan mester move liher y eficientemente cu tan poco perdida di azeta y di tempo posible. Esaki ta e trabao principal di trahadornan ariba waf. Una vez cu e bapor ta mará, hose ta worde pasá over di bardo y conecta. Trahadornan ta plama ariba dek y pier conectando hosenan pa carga producta refina of pa tuma crudo Venezolano. Fittings mester ta exacto; empaketaduranan mester ta pretá pa evita dramamento di azeta ariba ruman y ta traha hunto cu dos yunan di Pedrito, Alberto y Nemencio. Combinacion di tata y yiu ta representa den Benancio y Arturo Maduro y Gordonio y Iginio Falconi. Den e departamento aki tin tres set di ruman ta traha. Nan ta Bonifacio y Guillermo Stamper, Rudolph y Jacobito Boekhoudt, y Basilio y Dominico Boekhoudt. E dos set di Boekhoudt no ta familia di otro.

Exitu y potencia di productionan di nos compania ta depende ariba movimiento rapido, entregamento rapido. Bapornan mester worde cargá of descargá mas liher posible asina cu nan por mantene un coriente constante di productionan di Jersey Standard den henter mundo. Importancia di eficiencia di trahadornan ariba waf den cargamento y descargamento di bapornan asina cu nan por bolbe sali pa luar, a worde demostrá recientemente. Cuatro tanquero grandi cu un capacidad di mas of menos tres cuarto million barril a drenta puerto di Lago na mes un tempo. Trahadornan di waf rapidamente a mara Esso Santos, Esso Bermuda, Paul Pigott y Tank Empress na No. 1 y No. 2 Finger Pier y a cuminsa carga nan. Tempo ta di gran importancia. Bapornan ma-

(Continuá na página 6)



**FATHER AND SON:** The Receiving and Shipping Department is also proud of its two father and son combinations. The families are the Maduros and the Falconis. Pictured are, left, Arturo, the son, and his father, Benancio. They are shown suspending a 10-inch hose to protect it from damage when pumping action causes it to pulsate.

**TATA Y YIU:** Departamento di Receiving and Shipping tambe ta orgulloso di su dos combinacion di tata y yiu. E dos familiaran ta Maduro y Falconi. Munstrá ariba portret, banda robes, ta Arturo, e yiu homber, y su tata, Benancio. Aki nan ta colgando un hose di 10 duim pa protegele pa e no worde danjá ora e cuminsa sacudi door di pompmento.



**OUTSTANDING PIANIST:** One of the outstanding pianists on tour at the present time is Lily Kraus, who appeared at the Esso Club January 31. A native New Zealander, Mrs. Kraus has a studio in Paris, but spends much time in California with that state's music festival and also as guest pianist with the California Symphony Orchestra.

**PIANISTA PROMINENTE:** Uno di e pianistanan mas prominente ariba un excursion actualmente ta Lily Kraus, kende a aparece na Esso Club dia 31 di Januari. Sra. Kraus kende ta un nativo di Nieuw Zeeland tin un estudio na Paris, pero ta pasa hopi tempo na California cu e festival musical di e estado ey y tambe como huesped pianista di California Symphony Orchestra.



**SAFETY VOYAGE:** Continuing with an active safety program, members of the laundry set sail recently in the "Laundry Safety Regatta." Designed by E. F. Keesler, general foreman, the new board has eight boats sailing on the "Sea of Safety." Should an accident occur, the boat of the section concerned will be capsized for the entire month. The safety flag on the ship will be replaced with a red flag with a numeral showing the number of accidents. Ready to set sail, left to right, are Lydia Balanco, shirts; Eldica Andrews, flat workers; Stella Oliver, seamstresses; Cerilio Arends, markers; Juau Statia, washers; Virginia Barnes, pressers; Hermine Matthews, checkers, and Elebert Blyden, delivery.

**VIAJE DI SEGURIDAD:** Continuando cu un programa activo di seguridad, miembronan di Laundry recientemente a hiza bela den "Laundry Safety Regatta". Designá pa E. F. Keesler, general foreman, e borchí nobo tin ocho boto nabegando ariba "Lamar di Seguridad". Si acaso un accidente socede, boto di e seccion concerná lo worde bolteá pa heuter luna. E bandera di seguridad ariba e boto lo worde reemplazá pa un bandera corrá cu un number munstrando e cauidad di accidente.

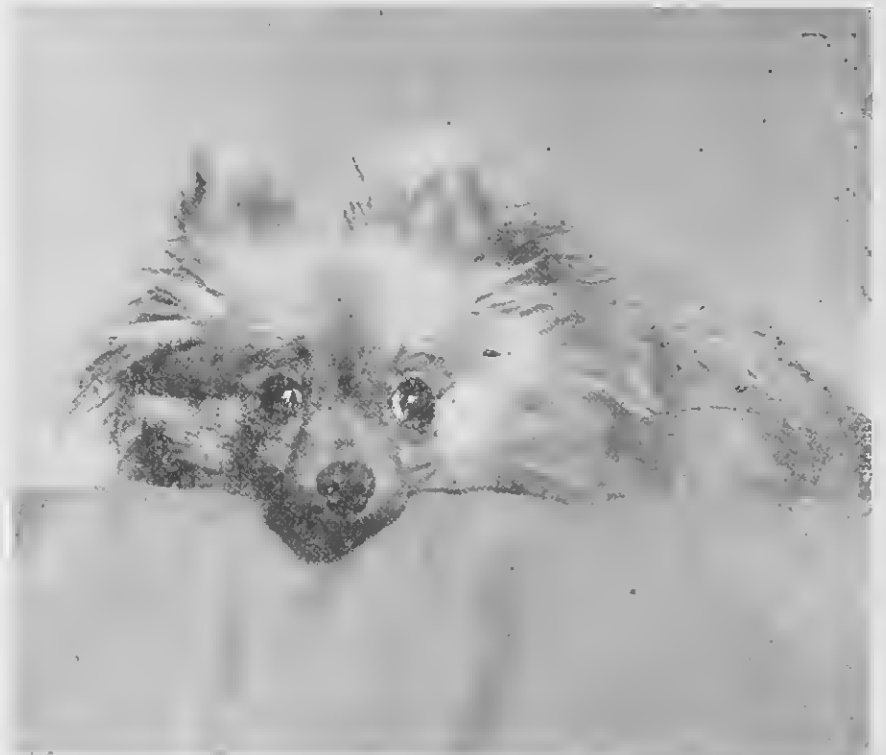


photo by Sam Rajroop

**LOTS OF EATING:** Benjamin Burgin, corporal B of the Receiving & Shipping Department, proudly stands by one of his large ears of corn. Mr. Burgin, who does a bit of kitchen gardening every year, planted this crop in November.

**HOPÍ CUMINDA:** Benjamin Burgin, Corporal B na Receiving & Shipping Department, ta pará orguyosamente banda di un di su tapushiuu di maishi graudi. Sr. Burgin, kende tur anja ta traha un pida cuucu, a planta e cosecha aki durante November.

# News and Views



**WHOSE VIEW?** Mine? Not on your life, chum, it's your view. Although I may look like I'm viewing you, I'm really on view for your viewing. At any rate, my master is a Lagoite and if you'd care to view me at my groomed best keep a clear view while amhling around. I'd kinda' like to view you, too — with a personal sniff or two.

**KENDE SU BISTA?** Di mi? Nnuc di bo bida, shon. Ta bo mes bista. Maske ta parce cu ta mi ta waak bo, ami ta para pa bo waak mi. En todo caso, mi maestro ta un Lagoista y si bo kier mira mi a la moda, waak mi ora mi ta corre roud. Ami lo kier para goza bo tambe — y pasa snuif banda di bo personalmente un dos biaha.



**ROCK 'EM:** And that he did. The king of hi de hi, Cab Calloway, left the folks something to remember in sold sessions of music and an out-of-this-world jacket the maestro is shown wearing. Cab and his group performed at the Surinam, Lago, and Esso Clubs on successive nights.

**HARI NA GRANEL:** Esaki Cab Calloway, e rey di "hi de hi," a poue hendeuan haci. El a larga algo pa nan recorda di un verdadero programa di musico y un bachi di otro mundo cu e maestro a bisti. Cah y su grupo a presenta na Cluh Surinam, di Lago y Esso Club ariba siguiente anochinan.

**S. A. ENTERTAINERS:** The Doris Sisters flank Ricardine, during a song specialty from the musical show named after Ricardine. The show played in San Nicholas recently before capacity audiences. Scheduled to give two performances, the troupe stayed for nine. One of the highlights of the show was the singing of Alba Castello. The entertainers all hail from South America. Their show features hypnotism, fortune telling, dancing, and singing. From Aruba, the troupe went to Curaçao and other Caribbeau spots.

**ARTISTAS DI AMERICA LATINO:** Hermanas Doris ta para na cada banda di Ricardine durante un especialidad di canciones di e show musical cu ta carga number di Ricardine. E show a hunga na San Nicholas recientemente dilanti di un audiencia enorme. Mientras nan a planea pa duna dos funcion, e grupo a keda y a presenta siete funcioes. Uno di e atracciouan mas prominente tahata e cantamento di Alba Castello. E artistanan tur ta di America del Sur. Nan show ta presenta hypnotismo, mira suerte, baile y canciones. For di Aruba e grupo a bai pa Curaçao y otro lugatuan den Caribe.



### Refinery-Wide Respect Paid Late King George

All was quiet between 11 and 11:02 a.m., Friday, February 15, in silent respect for a great monarch being laid to rest. From the farthest tip of the docks through the refinery to the hospital, two minutes of silence was observed for the late King George VI.

When 11 a.m. struck, refinery and ship whistles signaled the beginning of the two-minute period that stilled action throughout Lago. Crews aboard tankers disappeared from topside as English and Dutch flags flew lazily in the breeze at half mast — almost silently explaining the reason for the sudden cessation of ship-board activity. Gates closed, traffic stopped, pedestrians halted, machines ceased whirling as Lago paid its respects to a man admired world-wide and fondly referred to as "George the Good."

At the laundry, the hiss of steam and the clunch of the big presses was stilled as the workers stood by their machines. Such was the case in the machine shop. Drill presses, lathes, saws — all the machines — stopped. The din of a busy machine shop was instantly transformed into respectful tranquility. Outside, even the restless, darting scooters that dot the main route through the refinery came to a rest.

Just as the whistles blew, the guards at the refinery gate outside the Main Office closed both gates and walked away, leaving a pick-up truck standing on the refinery side. Half a minute later, another pick-up truck came plunging head-long down the road from the other direction with that oil-man-in-a-hurry forward lean all refinery trucks seem to have.

When the two guards stood by without hurrying forward to open the gate, the driver hunched over and looked up and around through the windshield for a moment and then — as if suddenly remembering — he sat back and rested his arm on the door.

Two men, standing just outside the doors of the Main Office, stopped talking when the whistles sounded. One of the men removed his hat. And so it was throughout Lago — silence prevailed — we paid our respects.

### LEC Members At Headquarters

Arrangements have been agreed upon for members of the Lago Employee Council to be at LEC Headquarters from 1 to 4 p.m. on Mondays, Wednesdays, and Fridays to conduct Council business with district representatives.

Two members will normally be in attendance during each of these periods.

## Lago Heights Committee



COMMITTEE READY: The eight members of the Lago Heights Advisory Committee swing into action following the recent election in which Calvin Hassell and Bertie I. Viapree were elected and Reginald Cherebin and Kelvin C. Wong re-elected. Pictured, clockwise, are Messrs. Hassell, Wong, Viapree, and Cherebin and Ricardo Van Blaricum, R. MacDonald Springer, Henry M. Nassy, and G. D. Louison.

COMITE TA COMPLETO: E oeho miembronan di e Comité Consultativo di Lago Heights ta cuminsa traha despues di e reciente eleccion den cual Calvin Hassell y Bertie I. Viapree tabata eligi y Reginald Cherebin y Kelvin C. Wong tabata re-eligi.

### Lago Executives

(Continued from page 1)

monstrated in his business career qualifications of ability, leadership, and adaptability. A college degree is not required for admission, both schools being more concerned with what a man has accomplished since he stopped going to school than how far he went or what he did in his formal schooling.

The formal study program in these courses is divided among the following subjects: (1) Business Policy, (2) Administrative Practices, (3) Business in the American Society, (4) Cost and Finance Administration, (5) Marketing Management, and (6) Problems in Labor Relations.

To date, the following Lago employees have completed the course at Harvard or Pittsburgh: Messrs. Joseph Audreac, marine manager; Henry Chippendale, technical superintendent; W. B. Cundiff, chief engineer; C. B. Garber, chief accountant; F. E. Griffin, general superintendent; J. J. Horigan, president; O. S. Mingus, general manager; C. F. Smith, service and staff departments superintendent, and J. M. Whiteley, process superintendent.

### Miembronan di Relaciones Industrial Lo Recibi Training na Estados Unidos

Alex S. Hassell y Deo G. N. De Palm di Industrial Relations Department lo larga Aruba dentro di poco dia pa un training na Estados Unidos. Hassell ta planea pa bai New York den ultimo dianan di Februari y De Palm lo haci su viahe di training despues cu Hassell bolbe.

Tur dos hombernan aki ta traha den Seccion di Transportacion di Industrial Relations. Bao di e hefe di e division, S. B. Tueker, nan ta responsable pa procura pa tur clase di transportacion cu aeroplano, riba oceano, y ariba tera entre Aruba y otro lugarnan na Estados Unidos y Europa y tambe pa despacho di carga personal. Nan tur dos a traha den varios capacidad den e trabao di transportacion y anja pasá nan a worde promové pa e posicion di Asistente di Transportacion.

Ta di promer bez eu e elase di training aki a worde ofreci na empleadonan di staff den Departamento di Relaciones Industrial. Nan ruta lo inclui viahe cu aeroplano entre Aruba y Miami, cu aeroplano di Miami pa New York y cu trein back di New York pa Miami. Esaki lo duna nan un oportunidad no solamente pa training y consultacion den e oficinanan di New York y Miami, pero tambe pa nan observa personalmente e varios medionan moderno di transportacion. Cada un di nan lo keda for di Aruba durante mas o menos dos siman den coneccion cu nan training.

### Six Men Nominated For SPAC Elections

Six men have been nominated by the Nominating Group in preparation for the Special Problems Advisory Committee election to be held Wednesday, Thursday, and Friday, March 19, 20, and 21. Four were nominated to the nationals slate and two to the non-nationals.

National nominees are Juste de Vries of Catalytic and Light Ends, Simeon Tromp of Light Oils Finishing, Pedro F. Brook of the Accounting Department, and Mateo Laele of M & C Welding. Under the non-national group, the nominees are Ludolph I. Noel Vicira of the Accounting Department, and Frank Mingo of Cracking.

In addition to the above, any eligible employee who wishes to have his name entered on the ballots must address a petition to the nominating group concerned. The petition must carry at least 100 signatures of eligible voters in the employee's own nationality group.

Petitions should reach the Nominating Group not later than Tuesday, March 4. Charles Morales is chairman of the Non-National Nominating Group and A. P. van Vuurden is chairman of the National Nominating Group.

## SERVICE AWARDS

### 20-Year Buttons

Laszlo Boros  
Raimundo Werleman  
Darlington Munroe  
Robert G. Marshall  
Santiago M. Coffie  
Joseph A. Princee  
Athias Angela  
Nathan Hazel  
Jose M. Boekhoudt  
Isidor Dirksz  
Gregorio Rosel

Process  
Cat. & L. E.  
Shipyards  
Shipyards  
Shipyards  
Paint  
Yard  
Pipe  
Yard  
Garage

### 10-Year Buttons

Pedro H. Croes  
Edmond A. Johnson  
Max C. Pinas  
Godlieb A. Rigot  
Charles K. Jardine  
Isaac W. Blijden  
Melecio T. Kelly  
Apolinaries F. Thielman  
Lino Brema  
Frederick A. A. Park  
Sonnje Peters  
Wycliffe Sargaent  
Henry Rodrigues  
Enrique C. Dirksz  
Mitchel A. Lawrence  
Paulus J. Tromp  
Juliaan B. Orman  
Edmond Mills  
James R. A. Thomson  
Armando de Cuba  
Francis O. Rock  
Alejandro Yarzagaray  
Edmond E. Ho Asjee  
George E. M. Bridgewater  
Johannes J. Maduro  
Jose M. Werleman  
Stephanus de Cuha  
Juan de la Cruz Arrias  
Kees H. Bergeik  
Cornelis L. Berenos  
Nathaniel Lewis  
Alex A. Warner  
Gerson A. E. Shew-A-Tjon  
Willy Robles  
Alwin C. Holter

Cracking  
Cat. & L. E.  
Rec. & Shipping  
Cat. & L. E.  
Cat. & L. E.  
Utilities  
Cat. & L. E.  
Shipyards  
Shipyards  
Shipyards  
Marine  
Shipyards  
Shipyards  
Pipe  
Machinist  
Garage  
Carpenter  
Yard  
Mason & Insul.  
Electrical  
Col. Maintenance  
Garage  
Storehouse  
Carpenter  
Storehouse  
Pipe  
Machinist  
Pipe  
Storehouse  
Ind. Rel. Dept.  
Commissary  
Commissary  
T.S.D. Lab. 1  
T.S.D. Engineering  
Medical

## Trahadornan di Waf

(Continued di página 4)

pania na 1924 E pier tabata keda dilanti di Marine Office actual. Despues tabata hini un pier chikito di cual ainda a resta un fragmento dilanti di oficina di Ralph Watson, hefe di Receiving & Shipping Department. Ora un pier mas a worde traha, e grupo di trahadornan di waf a cuminsa crece. E grupo a aumenta cu construcion di e T-pier grandi y a aleanza su tamanjo actual cu complecion di finger piers moderna y facilidadnan di waf aumentá.

Cu modernizacion di facilidadnan, trabao di wharfingers a worde considerablemente facilitá. Lake tabata promer un trabao pisá, duro y cu ta tuma hopi tempo awor ta worde haci liher y eficientemente cu elevator, pomp y machinanan moderno. Ora nos a puntra com hosenan tabata worde originalmente poni den posicion Sr. Emers a hari y a bati su shoulder robez. "Den e dianan ey nos tabata earga tur cas", el a bisa. "Ora nos tabatin mester di hose algun anja pasá, nos tabata bai Storehouse y nos tabata treece nan ariba nos shoulder. Hopi vez bapornan tabata mara banda di otro y nos mester carga e hosenan over di esun bapor pa conecte'le ne otro pa earga azeta" el a agrega. Tur cos tabata worde haci cu man. Cu hopi entusiasmo Sr. Emers a describi yegada di promer compressor pa Lago. "Siete ton e tabata pisa y nos a bahe'le cu man!" el a exclama. Orguyosamente el a conta com el tabata uno di mas of menos 40 hende cu a tene e cable cu poco poco a haba e pida maquinaria macizo.

Trahadornan di waf di e tempo ey tabata traha dos shift for di 6 a.m. te 2 p.m. y di 2 p.m. te 10 p.m. Nan pago tabata Fls. 1.50 pa dia incluyendo cuminda. Ademas di maramento di bapor, los nan, y conecta hose, trahadornan di e tempo ey tabata limpia y dresa wafnan, limpia azeta for di ariba dek, y hali santo den carretia pa tira ariba lugarnan ariba waf unda azeta a plama. E tempo coneccionnan no tabata pas bon manera aweudia y hopi azeta tabata drama. E promer trahadornan di Receiving & Shipping Department tabata traha solamente cu un hose di ocho inch cu tabata manda azeta pa terra. E promer clase di azeta eu a worde discargá na 1926 tabata fuel oil. Esaki a worde gepomp den tres tanki. E tres tankinan aki tabata representa henter Lago e tempo ey. En comparacion, accesorios eu ta worde usá door di trahadornan di waf di awendia ta inclui hosenan di cuatro, seis, ocho y 10 inch.

### Prime Lo Tuma Engargo di Representante

Efectivo dia 19 di Februari 1952, Walton Prime lo tuma encargonan di Representante di Distrito pa Utilities Division. El lo yena e vacatura causá door di Johan Nunes, Representante di Distrito anterior, kende, ariba mes fecha, a bira miembro di Lago Employee Council.

Un assistant operator den Utilities Department, Sr. Prime tin 12 anja y 10 luna di servicio cu Lago. Durante 1951 el a actua temporariamente como representante di distrito.



NEW COMMITTEE: The newly appointed Oil Loss Committee held its first meeting this month to discuss corrections and survey areas for possible improvement. Appointed every three months, the new committee consists of, standing, left to right, L. Volney, C & LE; H. M. Honey, M & C Pipe; F. Heronimo, C & LE; F. B. Roebuck, Process; J. E. Peterson, LOF; G. Nickood, R & S, and A. Tjon, Cracking. Sitting, left to right, are L. E. Benne, M & C Machine; A. LeGrand, M & C Machine; J. O. Rodriguez, Cracking; J. H. Henriquez, A & E, and L. Marques, LOF.

COMITE NOBO: E Oil Loss Committee recientemente nombrá a tene su prome reunion e luna aki pa discuti lugarnan pa haei correccion y estudio pa tres mehoranza si ta posibel. E comité noho aki cu ta worde nombrá cada tres luna ta consisti di (pará di banda robez pa dreehi): L. Volney, C & LE; H. M. Honey, M & C Pipe; F. Heronimo, C & LE; F. B. Roebuck, Process; J. E. Peterson, LOF; G. Nickood, R & S, y A. Tjon, Cracking. Sintá, di banda robez pa dreehi, ta L. E. Benne, M & C Machine; A. LeGrand, M & C Machine; J. O. Rodriguez, Cracking; J. H. Henriquez, A & E, y L. Marques, LOF.

### Stadion

(Continued di página 1)

cual personanan tecnico di e comité y di Lago a eambia idea cu otro, un plan pa instalacion di luz electrico a worde presentá na Compania door di A. van den Berg, Director di Departamento di Obras Publico y advisor tecnico di e Fundacion. Ariba e calculo aki, Compania a basa su donacion.

Den un carta na e Fundacion di Stadion pa Aruba informando nan to eante Compania su decision pa procura pa luz, Sr. Horigan a bisa: "Nos ta felicita e Comité di a mira di antemano e necesidad di e stadion bunita aki y eu nan esfuertonan den planeamento di e obra aki y pa treece na un fin satisfactorio. Nos ta kere cu lo e ta di gran valor pa desarolla juventud di Aruba y pa duna recreacion y placer na hendenan di e isla aki. Nos ta contento di por uni nos hunto cu boso pa contribui na bienestar di Aruba."

Gezaghebber L. C. Kwartzs ta presidente honorario, y otro miembronan di Fundacion di Stadion pa Aruba ta inclui Fred Beaujon, presidente; Frans de P. Wever, vice-presidente; Frere Edgar, administrador; Josy J. Maduro, tesoro; y W. J. Westerink, Porfirio Croes, Jan H. Beaujon, Jose Geerman, Dr. J. E. M. Arends, Milo Arends, Dr. A. F. Dunsenbroek, T. B. Hector y H. M. Nassy como co-directores. A. van den Berg ta actua como advisor tecnico di e Fundacion.



COMING DOWN: One of the last of Lago's original structures (the old reservoir constructed in 1925 still stands) is presently being torn down with the dismantling of the Pilot House. Originally built to house government doctors and customs men, the building was later used for the pilots and has served this purpose until the construction of the new Pilot House.

BINIENDO ABAO: Uno di e ultimo edificacion original di Lago (e deposito bieuw constani na 1925 ainda ta pará) ta worde tumbá abao actualmente eu kibramento di e Cas di Loads. E edificio aki, enal tabata originalmente trahá pa dokter di gobierno y oficialnan di donanc, mas despues a worde usá pa loadnan y a baci e uso aki te dia cu e Cas di Loads nobo a worde trahá.